(b) It has been decided to redevelop the existing Bulk Terminal at Jawaharlal Nehru Port as a Container Terminal on BOT basis. Out of 12 parties who submitted their applications in response to the 'Request for Qualification' notice issued by JNPT for this project, the Port Trust has short-listed 10 parties for participation in the bids and invited proposals from them.

(c) The existing private Container Terminal Operator at Jawaharlal Nehru Port i.e. Nhava Sheva International Container Terminal Private Limited, its parent company and any other company belonging to its group have been excluded from the bidding process for the project mentioned at (b) above in the interest of promoting intra-port competition and preventing private monopoly/concentration of power in a single private party.

(d) In the absence of authentic, reliable and verifiable common parameters which could form the basis for measurement of comparative efficiency and operational economy, any comparison, in absolute terms, between different terminals will not be tenable.

Survey for development of inland waterways

834. SHRI MANOJ BHATTACHARYA: Will the Minister of SHIPPING be pleased to state:

(a) whether Government have carried out any survey for developing inland waterways through rivers and canals in the country;

(b) if so, the details thereof and if not, the reasons therefor;

(c) whether Government are aware that there is a tremendous potential and scope for the development of inland water transport system within the country both for passengers and cargo; and

(d) if so, the steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) and (b) Yes, Sir. Techno-Economic Feasibility studies including surveys have been carried out on several inland waterways including Sunderbans, Barak River, Kakinada-Mercaunam canals integrated with Godavari and Krishna Rivers, and DVC canal; Three waterways namely, (i) Ganga-Bhagirathi-

Hooghly river system from Allahabad to Haldia (1620 kms), (ii) The Brahmaputra from Sadiya to Dhubri (891 kms) and (iii) the West Coast Canal from Kollam to Kottapuram alongwith Champakara and Udyogmandal canals (205 kms) have been declared as National Waterways and are being developed for shipping and navigation by providing basic infrastructural facilities i.e. navigational channel, navigational aids, terminals.

(c) Yes, Sir.

(d) In this sector while the Government of India are committed to the creation of a facilitative environment in which greater movement of cargo and passengers can take place on National Waterways, State Governments are encouraged to assist in this task and to ensure greater popularity of this mode of transportation. A Centrally Sponsored Scheme in which larger amounts of Central assistance flow to the States has been put in place. An Inland Water Transport (IWT) Policy which envisages greater involvement of private sector has also been approved.

Utilisation of funds in the port sector

835. SHRIMATI N.P. DURGA: Will the Minister of SHIPPING be pleased to state:

(a) whether there has been a heavy shortfall in utilisation of the funds in the port sector during the last year;

(b) if so, the reasons therefor; and

(c) the action proposed to ensure better implementation, control and monitoring of the projects to ensure that the funds do not lapse?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) The Annual Plan Outlay for the port sector during 2002-03 was Rs. 1162.00 crores. Against this actual expenditure was Rs. 528.04 crores (provisional) which amounts to 45.44% utilization.

(b) Shortfall in expenditure is mainly attributable to the following:-

- Review and pruning of the outlays taking into account the decision to handover some projects to the private sector; reduction in outlays for ongoing as also new schemes based on more realistic estimates.